

2006 STP/CMAQ Regional Competition Application

This application is available on the PSRC Web site at <http://www.psrc.org/projects/tip/index.htm>.

Puget Sound Regional Council

****Please read all of the text in this section before completing this application.****

Important notice: The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for regional funding may be compromised if the application is found to have omissions or inaccuracies. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council's (PSRC) Project Tracking program.

Projects receiving funding as a result of this competition: Funding distributed as a result of the 2006 STP/CMAQ Regional Competition is awarded to projects of regional priority, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 21 2006. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting regional funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another regional priority project.

CMS requirements: Per revisions to the PSRC's Congestion Management System [in accordance with Title 23, Section 134,(i)(3) USC – Highways], sponsors of projects that receive funds as a result of this competition will be required to document the purpose and need for any project that provides general purpose capacity expansion on minor arterials or major/minor collectors (urban or rural).

14-page limit: You may use additional pages if necessary; however, please be as brief as possible and limit your application to a total of fourteen (14) pages, plus map(s) and/or other required supporting documents.

E-mail submissions are preferred: Attach your completed application to an e-mail and send to TIPRPEC@psrc.org. Please name the file "(Agency): (Project title)". If you are unable to e-mail the application, please mail a copy of the electronic file on diskette, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the PSRC's Web site. Mailed materials should be sent to: Larry Burris, Puget Sound Regional Council, 1011 Western Avenue Ste 500, Seattle, WA 98104-1035 and/or faxed to 206-587-4825, Attn: Larry Burris. For questions or to confirm receipt of your application, contact Larry Burris at 206-464-5301 or lbarris@psrc.org. All applications must be submitted by **May 1, 2006**.

Definition of a project: For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center). **Note: a project may request only one funding source – either STP or CMAQ, but not both.** If you have questions please contact Kelly McGourty at 206-464-7892 or kmcgourty@psrc.org.

PROJECT DESCRIPTION INFORMATION

1	Project title: Burien Town Square Street Enhancement Project For roadway project titles: list facility name, limits, and any other identifying words. E.g., SR-520 HOV (104th Ave NE to 124th Ave NE).
2	Destination 2030 ID#: 1580 In order to be eligible for federal funding, a project must be in, or consistent with, <i>Destination 2030</i> , the region's Metropolitan Transportation Plan (MTP). To confirm if your project is specifically listed in <i>Destination 2030</i> , refer to Appendix 9 of <i>Destination 2030</i> at http://www.psrc.org/projects/mtp/d2030plan.htm . For assistance or questions regarding these issues, contact Kaori Fujisawa at 206-587-5063 or kfujisawa@psrc.org .

3	<p>a. Sponsoring agency: City of Burien</p> <p>b. Co-sponsor(s) if applicable: N/A</p> <p>Important: For the purposes of this application and competition, "co-sponsor" refers to any agency that would receive a portion of the funding if the requested grant were to be awarded.</p> <p>c. Does sponsoring agency have "Certification Acceptance" status from WSDOT? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>d. If not, which agency will serve as your CA sponsor? N/A</p>
4	<p>Project contact person: Stephen Clark, Burien Public Works Director</p> <p>Address: 415 S.W. 150th Street; Burien, WA 98166-1957</p> <p>Phone: 206.248.5514</p> <p>Fax: 206.277.0531</p> <p>E-Mail: stephenc@ci.burien.wa.us</p>
5	<p>Project description. Please be as clear and concise as possible. Include a description of the project, the need for the project, and the project purpose.</p> <p>The Burien Town Square Street Enhancement project is intended to provide street enhancement improvements for the internal street system within the Burien Town Square project, including 5th and 6th Avenues SW from SW 150th Street to SW 152nd Street, and SW 151st Street from 4th Avenue SW to 6th Avenue SW. Located within the Burien Urban Center, the Town Square project is a mixed-use retail and residential transit-oriented redevelopment project. The proposed project will establish a non-motorized friendly, small-block grid system within the heart of the downtown area that will provide a multi-modal transportation system, including sidewalks and bicycle facilities to connect with the 4th Avenue SW Transit Corridor and Burien Transit Center. Specifically, the improvements will include ADA-compliant sidewalks, pedestrian-scale street lighting, signal improvements, landscaping and other urban design amenities.</p>
6	<p>Project location: Burien Town Square</p> <p>a. County(ies) in which project is located: King County</p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad):</p> <p>5th Avenue SW (SW 150th Street to SW 152nd Street)</p> <p>6th Avenue SW (SW 150th Street to SW 152nd Street)</p> <p>SW 151st Street (4th Avenue SW to 6th Avenue SW)</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad):</p> <p>See Above</p>
7	<p>Map: 1. Include a legible 8½" x 11" project map with the completed application form.</p> <p>2. Include a legible vicinity map with the completed application form (can be smaller than 8½" x 11").</p> <p>Note: If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail.</p>
8	<p>Federal functional classification code (Please select <u>only one</u> code using the table below)</p> <p>For assistance determining functional classification, contact Stephanie Rossi at 206-587-5118 or srossi@psrc.org.</p> <p>Important: A roadway must be <u>approved</u> on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".</p> <p><u>Examples of exceptions:</u></p> <ul style="list-style-type: none"> Any bicycle and/or pedestrian project. Projects not on a roadway and using CMAQ or other funds Any transit project, including equipment purchase and park-and-ride lot projects.

Rural Functional Classifications
"Under 5,000 population"

(Outside federal-aid urbanized and federal-aid urban areas)

- ☐ **00** Exception
- ☐ **01** Principal Arterial - Interstate
- ☐ **02** Principal Arterial
- ☐ **06** Minor Arterial
- ☐ **07** Major Collector
- ☐ **08** Minor Collector
- ☐ **09** Local Access
- ☐ **21** Proposed Principal Arterial – Interstate
- ☐ **22** Proposed Principal Arterial
- ☐ **26** Proposed Minor Arterial
- ☐ **27** Proposed Major Collector
- ☐ **28** Proposed Minor Collector
- ☐ **29** Proposed Local Access

Urban Functional Classifications
"Over 5,000 population"

(Inside federal-aid urbanized and federal-aid urban areas)

- ☒ **00** Exception
- ☐ **11** Principal Arterial – Interstate
- ☐ **12** Principal Arterial – Expressway
- ☐ **14** Principal Arterial
- ☐ **16** Minor Arterial
- ☐ **17** Collector
- ☐ **19** Local Access
- ☐ **31** Proposed Principal Arterial – Interstate
- ☐ **32** Proposed Principal Arterial – Expressway
- ☐ **34** Proposed Principal Arterial
- ☐ **36** Proposed Minor Arterial
- ☐ **37** Proposed Collector
- ☐ **39** Proposed Local Access

PLAN CONSISTENCY INFORMATION

Note: Cities, towns, and counties seeking federal funds managed by the PSRC may submit an application only if their comprehensive plan has been certified by the PSRC. All other agencies (e.g., transit agencies, WSDOT, tribal nations, etc.) must show that their project is consistent with the applicable city and/or county comprehensive plan(s), and with *VISION 2020* and *Destination 2030*, the central Puget Sound region's Metropolitan Transportation Plan. For questions on consistency and certification, contact Rocky Piro at 206-464-6360 or rpiro@psrc.org. For questions regarding centers, contact Ben Bakkenta at 206-464-5372 or bbakkenta@psrc.org.

9 Consistency with adopted *VISION 2020* and *Destination 2030* (Metropolitan Transportation Plan)

Note: The questions in this section must be answered by all applicants. If you need assistance, please contact staff at the local jurisdiction in which the project is located. Information on the current certification status of a local plan is available on the PSRC's Web site at www.psrc.org/projects/planreview/ppr_status.htm. To obtain copies of the adopted *VISION 2020* or *Destination 2030* documents, please contact the PSRC's Information Center at 206-464-7532 or infoctr@psrc.org.

a. Indicate the current certification status of the local comprehensive plan's transportation element. Note: Select only one from the drop down box below and provide the most recent date of certification action. If you select "Not Certified," leave the date field blank.

- Certification Status: Certified
- Date of certification action (mm/dd/yy): 02/23/06

b. Please check all boxes that apply to the project's location. If portions of the project are located in more than one of the locations listed, please check all appropriate boxes.

- ☐ The project is located outside the designated urban growth area.
(Refer to <http://www.psrc.org/projects/tip/applications/reference.htm> for more information.)
- ☒ The project is located within the designated urban growth area.
- ☒ The project is located within a formally designated regional growth center. (Please identify the regional growth and/or manufacturing/industrial center in the space below; refer to <http://www.psrc.org/projects/monitoring/rqc.htm> for more information.)

The project is located in the Burien Urban Center (Burien Regional Growth Center).

c. Is the project specifically identified in a local comprehensive plan?

☒ Yes. Indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found:

(1) Burien Comprehensive Plan (December 2003)

(2) Section 3.0 - Capital Improvement Program Plan

(3) Page 3-27

(1) Burien Pedestrian and Bicycle Facilities Plan (May 2004)

(2) Figure 7 - High Priority Projects

(3) Page 39

☐ No. Describe how the project is consistent with the applicable local comprehensive plan, citing specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

REGIONAL PROJECT EVALUATION

Important: Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to the "Regional Project Evaluation Criteria" (Section 3 of the STP/CMAQ Regional Competition Call for Projects) before completing these sections of the application for guidance, examples, and details on scoring.

Instructions:

- Part 1: Choose the one project category that best fits your project and complete the corresponding section A, B, or C.
- Part 2: Complete all three sections in Part 2 (sections D, E, and F).

Part 1: Category Specific Questions (50 Points)

10. Select one of the following three categories that best fits your project and follow the corresponding instructions:

- ☒ Designated Urban Center: Complete section A (question 11) and proceed directly to Part 2 (questions 14-17).
- ☐ Manufacturing/Industrial Center: Complete section B (question 12) and proceed directly to Part 2 (questions 14-17).
- ☐ Connecting Corridors: Complete section C (question 13) and proceed directly to Part 2 (questions 14-17).

Note: Please refer to Attachment 6 of the Policy Framework (Section 2 of the STP/CMAQ Regional Competition Call for Projects) for a map of designated urban and manufacturing/industrial centers. An updated map is also available on the PSRC website at <http://www.psrc.org/projects/tip/index.htm>. For questions regarding the designation of a specific center, contact Ben Bakkenta at 206-464-5372 or bbakkenta@psrc.org. Information on the 2005 adopted Regional Economic Strategy and the five targeted industry clusters, including definitions and maps of the clusters, may be found on the Prosperity Partnership website at <http://www.prosperitypartnership.org/clusters/index.htm>. For questions regarding these topics, contact Jeff Raker at 206-464-6179 or jraker@psrc.org.

A. Designated Urban Centers (50 Points)

Instructions: Complete this section if you selected "Designated Urban Centers" in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 12 or 13.

11. Please explain how your project addresses the following:

- How will the project help the Urban Center to develop in a manner consistent with adopted policies or comprehensive plans? Describe how the project will support activity in the Urban Center, implement any development plans for the center, and enhance the Center's sense of place. Please provide a citation and copy of the appropriate page(s) from the plan or policies with your application.
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated urban center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.

- Describe the impact the project will have on the Urban Center. Will the project remedy an existing or anticipated problem (e.g., congestion, incomplete sidewalk system, inadequate transit service or facilities, etc.)? Will the project benefit a large number or wide variety of users (including commuters, residents, commercial users, those groups identified in the presidential Executive Orders for Environmental Justice¹ and/or areas experiencing high levels of unemployment or chronic underemployment)?
- Will the project provide access to a major destination or significantly improve circulation within the Urban Center? For projects with a parking component, describe how it will be compatible with a pedestrian-oriented environment.

The Burien Town Square Street Enhancement project promotes the development of the Burien Urban Center as a transit-oriented, pedestrian- and bicycle-friendly, residentially and commercially dense downtown center by providing new, connected non-motorized facilities in the downtown core. This project meets applicable regional project evaluation criteria as follows:

(1) Urban Center Environments

(a) The Project Supports Housing/Employment Densities and Development/Redevelopment Plans -

The project supports planned housing and employment densities and redevelopment plans by providing new non-motorized facilities for Burien's Town Square, a proposed transit-oriented redevelopment project that will significantly increase housing and employment densities in downtown Burien. The project will support the potential for a large amount of new population and employment activity in the Burien Urban Center.

The Town Square project will add over 40,000 square feet of commercial retail space, a minimum of 307 residential units, a 54,500 square foot King County Regional Library and Burien City Hall facility, and a Central Public Park. The non-motorized facilities included in the Burien Town Square Street Enhancement Project are critical for connecting Town Square and downtown residents, employees and visitors to transit facilities and the Burien Transit Center, located adjacent to the project. These non-motorized facilities also provide connections for residents, employees, and visitors within Town Square by providing short, pedestrian-friendly blocks and a grid street system (currently, the Town Square location is dominated by lengthy suburban-style blocks and surface parking lots). The Town Square Street Enhancement project is critical to the goals of the redeveloped Town Square, which are to promote a sense of place through transit-oriented development and pedestrian-friendly development and civic activities.

(b) The Project Furthers Objectives and Aims of Existing Policies -

The project will implement specific projects as outlined in Burien's Comprehensive Plan. The project is specifically called out on Page 3-27 of the Burien Comprehensive Plan. The project also directly supports specific new projects identified in the Comprehensive Plan and 2006 Adopted Budget, namely, Town Square Acquisition and Development, Town Square Open Space, Town Square 4th Avenue SW Street Improvements, and City Hall.

The project will implement City of Burien Comprehensive Plan Land Use Policies LU 1.4, 1.5, and 1.11, because it supports transit-oriented development in the Burien Urban Center and reduces reliance on the automobile. The new non-motorized facilities will enhance pedestrian and bicycle connections to the Burien Transit Center, located on 4th Avenue SW adjacent to Town Square.

The project will implement City of Burien Comprehensive Plan Business Policy BU 1.5, because it will help to make the downtown a convenient living environment and community focal point and center through the addition of pedestrian- and bicycle-friendly roadways.

The project will work toward implementation of Burien Comprehensive Plan Downtown Policies DB.1, DB 1.1, DB 1.2, DB 1.4, and DB 1.8 because it is intended to enhance the character and viability of downtown Burien and reinforce it as the focal point for the community. These non-motorized facilities will significantly contribute to Burien's sense of place by creating the "front porch" of the community (sidewalks linked to public open space in the heart of the downtown area).

The project will implement City of Burien Comprehensive Plan Downtown Policies DB 1.14, DB 1.15, DB 1.16, DB 1.17, DB 1.18 and DB 1.20, because it will ensure a pedestrian-oriented streetscape in the downtown area.

¹ The President's Order for Environmental Justice states "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations." For more information, refer to the PSRC's 2003 Environmental Justice Demographic Profile available on the PSRC website at <http://www.psrc.org/datapubs/ej/index.htm>, or contact the PSRC Information Center at 206-464-7532 or infoctr@psrc.org.

The project will implement City of Burien Comprehensive Plan Streetscape Policies SC 1.1, SC 1.6, and SC 1.16 because it will provide grid connections through downtown as opposed to existing superblocks, and will provide pedestrian amenities along roadways.

The project will implement City of Burien Comprehensive Plan Transportation Policies TR 1.1.4, TR 1.1.5, TR 4.2, TR 4.3, MM 3.3, MM 3.6, MM 3.9, MM 3.10, and TR 7.1.1 because it will work to reduce reliance on the automobile, increase non-motorized and transit access, offer transportation options to relieve congestion, and create a strong pedestrian linkage between the Burien Transit Center and downtown.

The project will implement City of Burien Comprehensive Plan Economic Development Policies ED.3 and ED.5 because it will help create a dynamic central core and promote a convenient transportation system.

The development of the Town Square project has been the result of a collaborative process that began in 1997, involving the community, adjacent property owners, downtown businesses, the private developer (Urban Partners), King County Metro and the King County library system. The Town Square project is one of the highest priority projects for the City, intended to redevelop downtown Burien and continue to create a sense of community pride and vitality through increased commercial and residential density and the implementation of a pedestrian-friendly atmosphere. This project is critical to the redevelopment of downtown Burien, which has suffered significant economic losses in the past (e.g. related to Southcenter Mall construction or Boeing layoffs). The City, in partnership with the community, has spearheaded efforts to reclaim and redefine a sense of place in downtown Burien - a place where residents, workers, and visitors can thrive, in great part due to the walkability of the downtown area. This project defines the goals for sense of place in downtown Burien.

(c) The Project Would Help to Create "Cluster" Jobs as Identified in the 2005 Regional Economic Strategy -

The Burien Town Square Street Enhancement project would support the establishment of new "cluster" businesses in the downtown core of the Burien Urban Center. Specifically, the new non-motorized facilities would provide transportation options in the Burien Urban Center, and enhanced access from downtown Burien to the Burien Transit Center. Downtown Burien is undergoing rapid redevelopment, and would certainly be able to accommodate new cluster businesses, including Information Technology (wholesalers; software publishers; telecommunications services; on-line services; data processing; computer programming, design and management), and Logistics and International Trade (support activities for air transportation; trade financing; commodity contracts dealing and brokerage). Burien's location near Sea-Tac International Airport and long history of relationships with Boeing and other related companies would facilitate Logistics and International Trade development. The redevelopment of downtown Burien as a transit-oriented, mixed-use and amenity-filled Urban Center - with views of Mt. Rainier - will work to promote a desirable environment for Information Technology businesses and jobs.

The non-motorized facilities proposed as part of the project would include landscaping, pedestrian-scale street lighting, and other urban design amenities, which help to make locations attractive for business development. These amenities (which are likely to include public art, thematic signing, wide sidewalks, and plantings) will promote a sense of place in Town Square and downtown Burien. The enhanced connection to the Burien Transit Center included as part of this project also improves access and contributes to a positive environment for business development.

(2) Project's Impact on Urban Center

(a) The Project Solves Existing and Future Anticipated Problems -

Lack of Connections to Transit and other Nonmotorized Facilities. The project provides non-motorized and transit connectivity, which has been absent in the Town Square area for a long time. Currently, there are no bicycle facilities in the Burien Urban Center. Many of the existing pedestrian facilities in the Town Square project area consist of striped paint through surface parking lots, and there are several gaps in the pedestrian system. This project will fix the lack of connectivity and improve safety by providing designated pedestrian and bicycle facilities that link to each other and the nearby Burien Transit Center. The pedestrian and bicycle facilities will also connect with the primary north-south and east-west pedestrian and bicycle facilities in the area, 4th Avenue SW and SW 152nd Street.

Concurrency. Presently, no internal street or sidewalk system exists in the Town Square project area. The area is currently dominated by surface parking and long suburban blocks. Without the establishment of a grid street and sidewalk system, transportation concurrency cannot be maintained. Specifically, the intersections at 6th Avenue SW/SW 150th Street, 6th Avenue SW/SW 152nd Street, 4th Avenue SW/SW 150th Street and 4th Avenue SW/SW 153rd Street will fall below the adopted Burien standard, LOS "D" by 2030. The establishment of the grid system and corresponding street improvements will ensure that transportation concurrency is maintained for a minimum of 30 years.

Safety Issues with Lack of Defined, Connected Pedestrian and Bicycle Facilities. Currently, walkers and bikers must navigate large surface parking lots within the Town Square project area. This creates direct conflicts between vehicles and pedestrians/bicyclists, especially because many of the parking lots are used as informal "cut-throughs" for motorized traffic. There is no accident information for these parking lots, as many of them are privately owned. The implementation of this project would remove the safety issues related to vehicle and pedestrian/bicyclist conflicts by providing defined, separated walking and biking routes.

(b) The Project Benefits Many User Groups -

Multiple user groups will benefit from the project, including a large number of commuters, residents, employees, people seeking government services, and populations identified in the President's Order for Environmental Justice.

Per the President's Order for Environmental Justice, negative impacts to minority populations and low-income populations should be avoided. This project benefits minority populations and low-income populations because it connects existing high-density residential areas immediately south of downtown - with high percentages of minority and low-income populations - to the Burien Transit Center and other areas of downtown Burien.

According to the PSRC's Environmental Justice Demographic Profile (2003), the area benefitted from the project (downtown Burien - between SW 148th Street and SW 156th Street and 1st Avenue South and Ambaum Boulevard SW) is characterized by the following groups:

- Census blocks showing from 23.6%-50% more than the regional minority population threshold
- Census blocks showing 10%-24.9% African American population
- Census blocks showing 10%-24.9% Asian/Pacific Islander population
- Census blocks showing 10%-25% or more Hispanic/Latino population
- All census blocks showing 8.4%-24.9% Low-Income population

The project will also benefit those commuting to jobs in Burien by providing a strong connection from the Burien Transit Center to downtown. Those visiting Burien will benefit from the connection to the transit center and the connections within the downtown area (to City government services, King County library, public open space, commercial retail, hotel and residential development). The project also links to 4th Avenue SW, which links directly to the Burien Community Center and the future Burien Senior Center location.

The project will also benefit people with disabilities, as all pedestrian facilities will be developed consistent with ADA standards.

The Town Square project will add over 40,000 square feet of commercial retail space, a minimum of 307 residential units, a 54,500 square foot King County Regional Library and Burien City Hall facility, and a Central Public Park. Other redevelopment projects are also slated to occur in the vicinity of the project, including the development of a residential/commercial TOD at the Burien Transit Center, a 160-room hotel and conference center (with 110 condominiums), and other mixed-use redevelopment anticipated to occur north of the Town Square site. These developments will all be supported by this project.

(3) Circulation within the Center

(a) The Project Improves Safe and Convenient Access to Major Destinations within the Center -

This project significantly improves safe and convenient access to multiple major destinations within the Burien Urban Center. The primary major destinations linked through this project include the following: Burien Transit Center and related TOD development, Burien City Hall, King County Regional Library, hotel/conference center, downtown commercial retail, high-density residential development in the downtown area, Burien Post Office, grocery shopping, and a public park plaza. The project also connects to 4th Avenue SW, which links to the Burien Community Center and the new location of the Burien Senior Center.

The existing pedestrian system in the Town Square project area is characterized by gaps in sidewalks and paths through parking lots. There is no bicycle system in the Town Square project area. The addition of new non-motorized facilities will increase safe and convenient access by providing connected, defined walkways and bike facilities. This will lessen the likelihood of pedestrian/vehicle or bicycle/vehicle conflicts, which will improve safety. Convenience is improved because there will be non-motorized facilities where currently, none exist.

(b) The Project Improves Circulation within the Center -

The project will significantly improve circulation within the Burien Urban Center through the addition of new pedestrian and bicycle facilities along important corridors in the Burien Town Square project area that connect with the Burien Transit Center.

The project will improve walkability in the Burien Urban Center by replacing the existing large-block suburban vehicle-focused roadway development with a small-block gridded multi-modal system. Specifically, the project will provide ADA-compliant sidewalks and pedestrian amenities. Currently, the pedestrian system has notable gaps.

The project will improve public transit access by providing pedestrian and bicycle facilities to connect the Town Square development with the 4th Avenue Transit Corridor and the new King County Metro Burien Transit Center scheduled for construction in 2006/2007.

The project will improve safety and security by providing defined pedestrian and bicycle facilities to separate pedestrian and bicycle traffic from vehicle traffic. This will reduce the potential for conflicts. The project will also address security through design of the pedestrian/bicycle facilities, which will incorporate CPTED principles (such as increasing visibility through lighting or type of vegetation used, etc.).

The project will improve bicycle mobility and bicycle facilities by creating new bicycle facilities that will function as links to the transit center and downtown area, as well as to areas beyond. Currently, there are no bicycle facilities within the Town Square project area, so the new bicycle facilities will be a critical first step.

The project will improve streetscapes by the inclusion of landscaping, pedestrian-scale lighting, wide sidewalks and other urban design amenities. These amenities will beautify Town Square streets, and make them consistent with the vision of Town Square as a place reflecting community pride.

The project will improve traffic calming through the inclusion of landscaping and pedestrian/bicycle facilities. The presence of pedestrian and bicycle facilities generally functions to calm traffic by making a roadway feel narrower. Landscaping and other amenities will add interest to the streetscape environment, which often induces drivers to slow down as well.

The project will also improve vehicle circulation; increased non-motorized and transit access offers alternatives to driving, and the reduction of super-blocks to a compact grid roadway system will improve LOS at study area intersections to a LOS B or C (as opposed to LOS E or F without the project).

All of the above work to significantly improve circulation within the Burien Urban Center.

(c) The Project Provides Users a Range of Travel Modes, and Supplies Missing Modes -

The project provides all users of the Burien transportation system a range of travel modes, including new pedestrian and bicycle facilities and improved access to the transit system. The project supplies missing modes, in that it fills pedestrian system gaps and provides new bicycle facilities (there are currently no bicycle facilities in the downtown Burien area).

(d) The Project Provides an Essential Link in the Transportation Network -

The project provides an essential link in the downtown Burien transportation network: the non-motorized link between the mixed-use Town Square redevelopment and the Burien Transit Center. This link is critical because the Town Square and surrounding downtown area is planned to contain the greatest density of jobs and housing in Burien. It is imperative that a pedestrian/bicycle link is available for those traveling to and from downtown Burien using transit.

The project also completes physical gaps in the existing pedestrian system. The existing pedestrian system includes breaks in sidewalk continuity, and much is located within surface parking lots. The project also provides for bicycle facilities; currently, there are no bicycle facilities in the Town Square area.

(e) The Project Promotes a Pedestrian-Oriented Environment -

The project promotes a pedestrian-oriented environment because it consists of new pedestrian and bicycle facilities for the Burien Town Square transit-oriented redevelopment. The project does not have a parking component.

B. Manufacturing/Industrial Centers (50 Points)

Instructions: Complete this section if you selected "Manufacturing/Industrial Centers" in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 11 or 13.

12. Please explain how your project addresses the following:

- How does the project result in time savings for moving freight and goods?
- Indicate whether the project focuses on addressing a physical gap or removing a barrier that is problematic for freight and goods movement.
- How does the project contribute to achieving a more "seamless" system of moving freight and goods by reducing modal conflicts, such as between freight trains and trucks, in a safe and efficient manner?
- How does the project help to improve the circulation and movement of people and goods to various buildings and/or employment sites?
- Does the project or program contribute to transportation demand management and commute trip reduction opportunities? Please describe.
- Describe how the investment results in more reliable travel for various user groups (including employees, customers, modal carriers, those identified in the presidential Executive Orders for Environmental Justice² and/or areas experiencing high levels of unemployment or chronic underemployment).?
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated manufacturing/industrial center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.

N/A

C. Connecting Corridors (50 Points)

Instructions: Complete this section if you selected "Connecting Corridors" in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 11 or 12.

13. Please explain how your project addresses the following:

- Describe how the investment in the corridor improves access or directly benefits a center(s) by providing a range of travel modes and by serving multiple user groups (including commuters, residents, commercial users, those groups identified in the presidential Executive Orders for Environmental Justice³ and/or areas experiencing high levels of unemployment or chronic underemployment).
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated urban or manufacturing/industrial center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.
- Describe how the project improves a corridor in logical segments, thereby preventing missing links or gaps.
- Describe how the project creates more reliable and efficient travel flows along the corridor by filling missing links or removing barriers.
- Describe how the improvements create long-term sustainable solutions and improve the system as a whole.
- Describe how this project improves safety and/or reduces modal conflict.

N/A

² see footnote above

³ see footnote above

PART 2: QUESTIONS FOR ALL PROJECTS (50 Points)

Instructions: Once Section A, B, or C in Part 1 has been completed, complete all of Part 2 (questions 14-17).

D. Project Readiness/Financial Plan (30 Points STP, 10 Points CMAQ)

Introduction: Two primary tools will be used to obtain information needed to judge a project's ability to proceed: responses to the project readiness (question 14) and financial plan (question 15) sections below. The primary objective of the evaluation is to determine if a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested regional funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the project's requested PSRC funding.
- When the sponsor plans to obligate requested PSRC funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- If PSRC's federal funds will complete the project or a phase of the project.

Note: The standard PSRC definitions will apply for determining when funding is "secured" or "reasonably expected to be secured." These definitions are included in Section 5 of the STP/CMAQ Regional Competition Call for Projects.

14. Project Readiness: Please fill out the questions below if your project is requesting funds for a Right of Way (ROW) and/or Construction (CN) phase. Projects requesting funds for a Preliminary Engineering phase need not answer question #14.

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before STP and CMAQ funding is typically eligible to obligate. These questions are designed to identify these requirements and assist sponsors to:

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

Important instructions: For question 14A below, select one of the three options from the drop down list for all items that apply at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where "Item not yet completed" is selected, and for any additional requirements pertaining to the project, provide details in question 14B, including the estimated schedule for completion.

14A. Check all items that apply below. Note: if no ROW is required for the project, select "not needed" for sections b through g.

Not yet completed a. Final FHWA or FTA approval of environmental documents including:

Not needed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

Not yet completed - Section 106 Concurrence.

Not yet completed - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).

Already completed b. True Cost Estimate for Right of Way.

Already completed c. Right of Way Plans (stamped).

Not yet completed d. Relocation Plan (if applicable).

Not yet completed e. Right of way certification.

Not yet completed f. Certification Audit by WSDOT R/W Analyst.

Not yet completed g. Relocation Certification, if applicable.

Not yet completed - Certification Audit by WSDOT of Relocation Process, if applicable.

Already completed h. Engineer's Estimate.

Already completed i. All environmental permits obtained such as Army Corps of Engineers Permit, HPA, etc.

14B. Additional information: include details on any items above that are not yet completed and provide an estimated schedule; please provide any additional information as appropriate.

The Design, Right-of-Way and Environmental elements of the project were initiated in January 2006.

The schedule for completing the items in 14A is as follows: 1) Section 106 Concurrence - 09/06; 2) FHWA Environmental checklist - 09/06; 3) Relocation Plan - 05/06; 4) Right-of-Way Certification - 06/07; 5) Certification Audit - 06/07; 6) Relocation Certification - 04/07; and 7) Certification Audit - 04/07.

15. Financial plan: Please fill out Tables A-D below and corresponding questions E-F. The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables A, B, and C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table D). The tables require sponsors to list the federal funds being requested from the Regional Competition (Table A), as well as ALL other sources of secured (Table B) and unsecured funds (Table C) needed to complete the project.

Guidelines:

- All requested information must be provided to earn maximum points.
- Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source.
- Totals of federal and other funds listed in Tables A, B, and C should equal the total project cost in Table D.
- Funding commitment letters must be provided for all financial partners.

Required Match: A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

Table A: Funding Requested from Regional Competition

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	PSRC Federal Funding Source (enter either STP or CMAQ; choose only one)	PSRC Federal Funds Amount
CN	06/30/07	STP	\$1,500,000
			\$
			\$
Totals:			\$1,500,000

Table B: Existing Secured Funding

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
PE	01/01/06	Local	\$885,553
ROW	01/01/06	CTED	\$1,695,785
ROW	01/01/06	Local	\$744,215
CN	06/30/07	SAFETEA-LU	\$2,732,423
CN	01/01/06	Local	\$1,367,581
TOTAL:			\$7,425,557

*For tables B or C "obligation" may be defined as expenditure or other commitment of funds. For assistance, please refer to "Definitions for Secured and Reasonably Expected to be Secured Funding" in Section 5 of the Call for Projects.

Table C: Needed future funding (unsecured) Note: do not include the grant funds requested in Table A

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
			\$
			\$
			\$
			\$
			\$
TOTAL:			\$

*For tables B or C "obligation" may be defined as expenditure or other commitment of funds. For assistance, please refer to "Definitions for Secured and Reasonably Expected to be Secured Funding" in Section 5 of the Call for Projects.

Table D: Total Project Cost (Please provide the total estimated cost and scheduled completed date for each phase of the project.)

Phase	Total estimated cost	Phase	Scheduled completion date (mm/dd/yy)
Planning:	\$	Planning:	
Preliminary Engineering/Design:	\$885,553	Preliminary Engineering/Design:	12/31/06
Right of Way:	\$2,440,000	Right of Way:	06/01/07
Construction:	\$5,600,000	Construction:	06/30/08
Other (Specify) :	\$	Other (specify) :	
Total Project Cost:	\$8,925,557	Estimated date of completion (i.e. open for use)	04/01/08

E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:
CN

F. If unable to completely fill out Table D (Total Project Cost): Use the space below to explain the nature of any project for which the total project cost is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.

E. Air Quality (20 Points STP, 40 Points CMAQ)

16. Describe how your project will reduce emissions. Include a discussion of the population served by the project – who will benefit, where, and over what time period. Projects may have the potential to reduce emissions in a variety of ways; depending on the type of project, please provide the requested information if your project contains the elements listed below:

- Diesel retrofits: describe the types and numbers of vehicles, vessels, or equipment involved, how often they are used, how much fuel is consumed annually, where they are used and when the retrofits will occur.
- Roadway capacity (general purpose and high occupancy vehicles): describe the roadway and travel conditions before and after the proposed project, including average daily traffic and travel speeds; describe the potential for multimodal connections, shorter vehicle trips, etc.
- Transit (park and ride lots, new or expanded transit service, transit amenities, etc.): what is the current transit ridership in the project area; what are the current transit routes serving the project area; if a park-and-ride lot, how many stalls are being added; describe how the amenities (or other components of the project) are expected to

encourage new transit ridership and shift travel from single occupant vehicles to multimodal options; what is the average trip length for a new rider?

- Bicycle and/or pedestrian facilities: what is the length of the facility; what are the connections to other nonmotorized facilities and to the larger nonmotorized system; describe the expected travel shed (i.e., land use, population surrounding the project).
- Signalization, other ITS improvements: describe the existing conditions in the area (i.e., level of service, average daily traffic, etc.); describe how the project is expected to improve traffic flow (increase speed, reduce idling, remove accidents, etc.); is there a significant amount of truck traffic (i.e. freight movement) on the facility? does the project improve traffic flow for particular modes, e.g. HOVs, or types of vehicles, e.g. freight trucks?
- Alternative fuels/vehicles: describe the change in fuel or vehicle technology; how many vehicles are affected; what are the current conditions?
- Other: describe how your project has the potential to reduce emissions through technology, improved management or other means, e.g. no idling signage & enforcement, auxiliary power units to operate heating, cooling & communications equipment, truck stop electrification, etc.

The Burien Town Square Street Enhancement project will work to eliminate vehicle trips and reduce vehicle miles traveled (VMT) by providing alternative modes of transportation (bicycle, pedestrian, improved access to transit) and substantially reduce congestion via improvement of the signal system and the implementation of a gridded multi-modal roadway network. These air quality benefits are anticipated to occur immediately after construction, which would occur in June 2007. Burien is located within the Central Puget Sound Region Designated Maintenance Area for carbon monoxide. The Burien Town Square Street Enhancement project will reduce air emissions and improve air quality by:

1. Reducing existing and future congestion within the Burien Urban Center through the addition of new roadway capacity (restoring a small block grid system for an eight block portion of the downtown area), intersection signalization and by providing turn lanes and turn pockets at congested intersections. The level-of-service (LOS) is projected to improve from the current LOS "D-F" at existing congested intersections (e.g. 4th Avenue SW and SW 152nd Street; 2nd Avenue SW and SW 148th Street) to LOS "A-B" following construction, and is anticipated to remain at an acceptable LOS to beyond the design year 2030 within the project area. Existing and projected volumes for project segments are shown in the attached table. Without the proposed improvements, the projected trips (18,000 on new streets) would be funneled onto existing streets. City LOS standards call for LOS "D" or better in the Urban Center -- without the proposed improvements, the average LOS within the project area would fall below this standard and result in increased delay and increased air emissions as vehicles idle at intersections.
2. Facilitating the development of transit-oriented mixed-use commercial retail and multifamily housing less than 2 blocks from the Burien Transit Center. Existing permitted development of more than 307 multi-family units, 40,000 square feet of commercial retail and 54,500 square feet of government/library space is scheduled for construction in 2007 within the Town Square project limits. More than 600 multifamily and 30,000 square feet of development are anticipated to occur on land adjacent to the Town Square development. The project will support all of this development. The improvement in access and convenience of the pedestrian, bicycle and transit system are anticipated to induce a mode shift away from single occupant vehicles (SOVs). The project will serve several populations, including commuters, residents, employees, visitors, and various demographic groups, including those identified in the President's Order for Environmental Justice (please see response 11.2.b). The project will serve these populations immediately after construction (slated to begin in June 2007, and anticipated for completion in 2008).
3. Providing improved signal coordination through the addition of a signal interconnection system that will help to reduce corridor delay, including delay along 3 transit corridors. All new signal improvements will allow for transit priority in the future to allow for reduced transit delay and improved service in the downtown Burien area.
4. Constructing 1,200 feet of bicycle facilities, which provide direct connections to the Burien Transit Center and other bicycle routes within and outside the City. The addition of bicycle facilities offers alternatives to motorized vehicle trips. The bicycle facilities will connect to a shared use pathway/transit corridor on 4th Avenue SW (BUR-9). 4th Avenue SW connects to the north with a shared use pathway facility that links to the Burien Community Center, and links to the south to high-density residential development and the fully funded SW 156th Street nonmotorized corridor (pending restriping in June 2006), which links east to the Des Moines Memorial Drive trail project in SeaTac. The bicycle facilities also link with several planned continuous bicycle routes identified in the City of Burien's Nonmotorized Facilities Plan.
5. Constructing 5,000 feet of pedestrian-friendly new sidewalks and 1,000 feet of reconstructed sidewalks fronting new retail, government and dense residential development. Sidewalk improvements include the installation of pedestrian amenities, lighting, safety and ADA improvements that will encourage users to walk rather than drive. These sidewalks will connect to other significant nonmotorized facilities, including sidewalks on 152nd Street, 153rd Street, and 150th Street and the multiuse path along 4th Avenue SW.

F. Other Considerations (No Points)

- 17. Please describe any additional aspects of your project** not requested in the application that could be relevant to the final project recommendation and decision-making process, particularly those relating to the support of the centers and connecting corridors policy focus. Note: No points will be given to this section.

The Burien Town Square Street Enhancement project will directly support the City's Town Square planning efforts, and planning related to the Burien Transit Center. These development projects are critical to the continued revitalization of the Burien Urban Center. Design and ROW acquisition for Town Square are anticipated to be complete by the end of 2006. Construction of the Burien City Hall/King County Regional Library building is anticipated for November 2006. Other pieces of Town Square are slated for start of construction during June/July 2007. Street construction is also anticipated for June 2007. Timing of funding is critical for the Town Square Street Enhancement project.

The project is adjacent to and will benefit the 4th Avenue SW Transit Corridor Project (BUR-9), the King County Library System's Regional Library project, and the development of Town Square Public Space. All of these projects are fully funded. The Regional Project Competition is the only chance to obtain the necessary funding for the project.

<Please see attachments for information on the Town Square development and photos of the existing conditions of the Town Square study area.>

EXISTING AND PROJECTED VOLUMES FOR PROJECT SEGMENTS

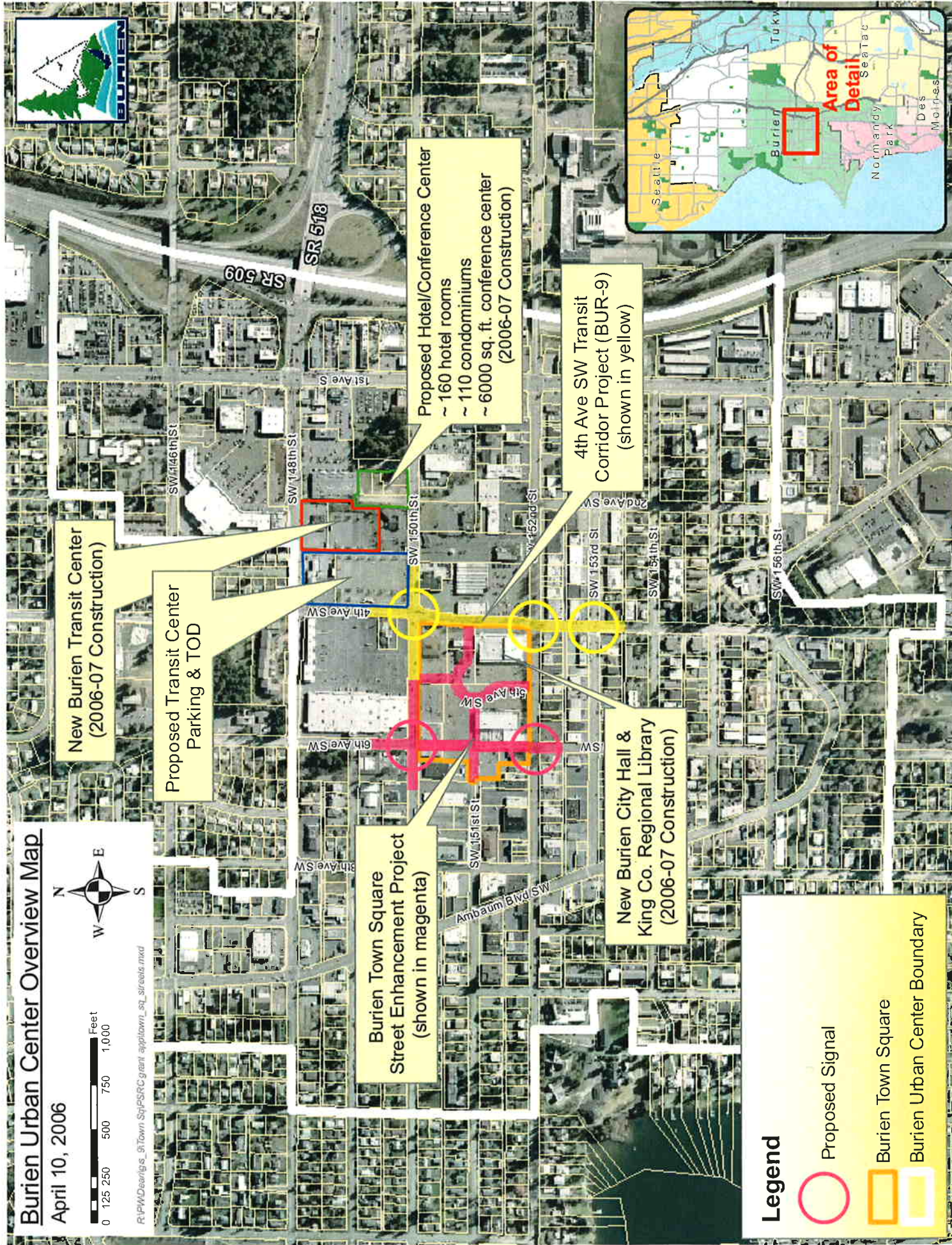
Road/Segment	Existing ADT	Projected 2030 ADT
4 th SW/ SW150 th -152 nd	7,950	10,500
4 th SW/ SW 152 nd -153 rd	6,100	8,250
6 th SW/ SW 150 th /152 nd (new segment)	0	10,250
5 th SW/ 150 th -152 nd St. (new segment)	0	1,100
SW 150 th / 4 th -6 th SW	5,400	12,550
SW 151 st / 4 th -6 th SW (new segment)	0	1,800
SW 151 st / 6 th – 8 th SW	370	7,000
SW 152 nd / 4 th – 6 th SW	7,100	6,400
Total	26,920	57,850

Burien Urban Center Overview Map

April 10, 2006



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New Burien Transit Center
(2006-07 Construction)

Proposed Transit Center
Parking & TOD

Burien Town Square
Street Enhancement Project
(shown in magenta)

Proposed Hotel/Conference Center
~ 160 hotel rooms
~ 110 condominiums
~ 6000 sq. ft. conference center
(2006-07 Construction)

4th Ave SW Transit
Corridor Project (BUR-9)
(shown in yellow)

New Burien City Hall &
King Co. Regional Library
(2006-07 Construction)

Legend

- Proposed Signal
- Burien Town Square
- Burien Urban Center Boundary

2.2 LAND USE ELEMENT

Goal LU.1

Establish a development pattern that is true to the vision for Burien by supporting the neighborhoods and preserving the character of the well-established neighborhoods as defined by the Neighborhood Plans, enhancing the attractiveness and vitality of the downtown core, and preserving the City's small town character.

- Pol. LU 1.1 The Future Land Use Map adopted in this plan establishes the future distribution, extent and location of generalized land uses within Burien. Uses of land in Burien should reflect the intent of the goals and policies as well as the land use map.

Discussion: Map LU-1 (enclosed) illustrates the proposed future land use for the City of Burien. Critical areas are not shown on the future land use map, but may occur within each category. These areas are subject to special regulations and special conditions found in the City's Critical Areas Ordinance and generally depicted on the city's Environmentally Critical Areas Map. Full development potential may not be achieved in these areas.

- Pol. LU 1.2 Land use in Burien should remain primarily residential, with the majority of non-residential development concentrated in the downtown core, in appropriate areas along First Avenue South and Ambaum Boulevard SW, and in specified areas in the northeast.

- Pol. LU 1.3 The general character of existing and future development and capital facility improvements shall correspond to the areas depicted on Map LU-2.

Discussion: Figure 2 LU-2 depicts the areas generally designated as urban, suburban and steep slopes. Policies in the land use, transportation and capital facilities elements contain standards for development and improvements in these areas.

- Pol. LU 1.4 The City should encourage a mix of residential, office and commercial uses within Burien's downtown area to create a vibrant city center that, reduces reliance on the automobile, and provides a range of housing opportunities.

- Pol. LU 1.5 Burien should strive to expand its economic base by attracting the types of economic activities which best meet the needs and desires of the

Note: Policy numbers may not be consecutive. Through the Comprehensive Plan amendment process, some policies have been deleted from this chapter while existing policy numbers have retained their original sequence. Information on past Comprehensive Plan amendments is available at the City of Burien Community Development Department.

community, while protecting well-established residential areas from encroachment by non-residential uses.

- Pol. LU 1.6 The City will ensure that infill development is compatible with the character, scale and design of surrounding development. The City will encourage infill projects when and where the conditions for development are met.
- Pol. LU 1.7 The city will strive to ensure that basic community values are reflected in the City's land use and decision making processes, while recognizing the rights of individuals to use and develop private property in a manner consistent with City regulations.
- Pol. LU 1.9 The City is aware that under the Growth Management Act the City may not preclude the siting of the third runway if the runway is determined by the courts to be an "essential public facility." The City also notes that the Growth Management Act, the Central Puget Sound Growth Management Hearings Board, the Countywide Planning Policies, the State Environmental Policy Act and other policies, laws and regulations authorize that there be appropriate and reasonable mitigation for communities and elements of the environment adversely impacted by the siting of an essential public facility. Under certain circumstances, permit applications can be conditioned or denied if significant adverse environmental impacts are not mitigated. If the third runway is constructed, significant adverse impacts should be mitigated to the maximum extent allowed by law.
- Pol. LU 1.11 The City of Burien designates downtown Burien and its surrounding residential and employment areas as an urban center in accordance with the King County Countywide Planning Policies. The boundaries of the urban center are shown on Figure 2-LU1.11

Discussion: The Countywide Planning Policies support development of Urban Centers to meet the region's needs for housing, jobs services, culture and recreation. An Urban Center is characterized by defined boundaries; a broad array of daytime and nighttime land uses that are transit-supportive; pedestrian emphasis, superior urban design, limitations on single-occupancy vehicles, public open space and recreational opportunities. The Burien Urban Center has these characteristics. The Urban Center designation recognizes existing city policy supportive of compact mixed-use development. The designation will assist the city to obtain funding for transportation improvements necessary to support the planned level of redevelopment.

1. The intersection of two arterials should be the preferred location for the designation.
2. The design and capacity of the intersection are able to support the planned uses.
3. The existing or planned public facilities are adequate to support the proposed development.
4. The area is served or planned to be served by transit.

Pol. BU 1.5 The *Downtown Commercial* land use designation fosters a vibrant, compact, pedestrian oriented area by allowing high density residential development, office, retail and commercial uses, government activities, and restaurants, entertainment and cultural uses. Mixed use developments are encouraged, including well-designed townhouses and condominiums, providing a convenient living environment and making the downtown a community focal point and center, as well as a lively place in the evening and on weekends. Residential densities are limited only by physical constraints such as height, bulk, parking and infrastructure capacities. Moderate to high rise buildings, pedestrian amenities and facilities that help define downtown Burien's distinctive qualities are encouraged.

Designation Criteria: Properties with the Downtown Commercial land use designation are appropriate for land within the area labeled "downtown area" as shown in Fig. 2-SE1.

Pol. BU 1.7 The *Community Commercial* land use designation recognizes the business orientation of some of the principal arterials that are in close proximity to the downtown area, including Ambaum Boulevard Southwest and the Five Corners area, and is intended to provide for moderate intensity commercial uses that serve the community. Customers would likely access these establishments by automobile or by transit.

Allowed Uses and Description: The *Community Commercial* land use designation provides for moderate intensity retail activities, professional offices, restaurants, entertainment, and services.

Designation Criteria: Properties designated for Community Commercial uses should reflect the following criteria:

1. The area is located on a principal arterial in close proximity to the downtown core.
2. The existing or planned public facilities are adequate to support small to moderate scale commercial development.
3. The area is served or planned to be served by transit.

that any future projects with direct or indirect adverse impacts on neighborhoods can be prohibited or appropriately mitigated.

Residential Commercial Areas

Goal RC.1

Support and enhance existing nodes of small-scale commercial uses within neighborhoods that provide access to convenience goods and services that serve the everyday needs of the surrounding neighborhood, while protecting neighborhood character.

Pol. RC 1.1 Neighborhood commercial developments shall reflect the scale of surrounding residential structures, employ appropriate design elements to blend in with the character of the residential neighborhood, and encourage non-motorized access.

Pol. RC 1.2 Neighborhood commercial developments shall incorporate small-scale pedestrian amenities, such as benches and canopies, in order to convey the impression of a residential center and neighborhood focal point.

Discussion: There are a number of existing nodes of commercial development within the City's residential neighborhoods that serve as a neighborhood focal point and help provide a unique identity to the area. (The land use element designates these areas as "Neighborhood Centers.") While these pockets of commercial development are usually considered convenient for the neighborhoods, they can also detract from the desired neighborhood character if not appropriately designed, or if auto traffic or pedestrian safety becomes an issue.

Downtown Burien

Goal DB.1

Enhance the distinctive character and viability of downtown Burien, and reinforce it as the focal point of the community by encouraging the implementation of the Conceptual Framework for the Town Square, the Downtown Master Plan, and the following downtown policies.

The following describes the vision of Downtown Burien the in 2020. It attempts to describe what a visitor or resident would see, feel and do in Burien's downtown in 2020.

Downtown Burien has seen much change over the last 20 years. Initially the change occurred almost imperceptibly, the pace increasing as the years progressed. Strong partnerships between the citizens, the government and private

investors resulted in early pioneering efforts. As development succeeded, investments occurred more readily.

With its easy access to Seattle and the airport, and commanding views of Puget Sound, the downtown has become the town center for southwest King County, providing distinctive shopping, art and entertainment areas, offices, residences, parks and open spaces, and government services.

PEOPLE in 2020

Downtown Burien's citizens are diverse and respectful of the vitality and vibrancy that their diversity has brought to the downtown. While retaining the personality of a small town, the downtown has all the positive assets of an urban area. Those who work and those who live in the downtown are personable, positive and optimistic about the future of their community. More than anything they are committed to seeing the community continue to succeed. Strong leadership has emerged in the downtown from both the businesses and residents to assure that the can-do attitude continues.

DESIGN in 2020

Strong design guidelines adopted 20 years ago have assured that as development occurs it is in keeping with the overall vision for the downtown. All of the streets are fully landscaped, lighted and pedestrian-friendly. Landscaping is evident throughout the area, from boulevard medians and street trees to rooftop gardens and balconies. Pedestrian and bike corridors link all areas of the downtown and the downtown to the rest of the community.

Throughout is a sense of permanence, attention to detail, quality and investment by the developers of each project. Heights vary from the three- to four-story structures along Southwest 152nd and 153rd streets to the six-story and higher structures further north along Southwest 150th and 148th streets. Early investment by the city in boulevards along Southwest 152nd and 148th streets set an overall tone of quality and commitment. No utility lines are evident. Signage reflects the commitment to quality and appropriate scale. Each individual development and improvement while unique and innovative seem to fit with everything else as if designed to complement each other.

Besides the Town Square with its water feature, plentiful open spaces have been developed either by the city or private developments. Public art is seen throughout; every turn along a sidewalk can bring a new and delightful surprise. Clear and consistent design standards for public improvements ensure that even the newest resident knows that he or she is in a distinctive and appreciated neighborhood. Public transit is accessible throughout the downtown and assures that downtown Burien is closely connected to the neighborhoods and to the entire region through the transit hub and the new light rail connection.

A frequent discussion at the City Council is the recurring proposal to further enhance the distinctiveness of the downtown by renaming the streets to reflect the heritage of the city. One of the elements clearly leading to the acceptance and success of the downtown has been the land use policies that have been in place and adhered to for 20 years, allowing the community and investors to plan with assurance for the future. Among the most important policies is the clear definition of the downtown and the commitment to maintain those boundaries.

LAND USE in 2020

The downtown has become a clear destination for those seeking a quality shopping experience. Local and national retailers are evident and successful. While the downtown has retained and enhanced its position as the daily shopping and service area for residents in the surrounding neighborhoods and cities; comparison-shopping, hotels, art galleries, museums, educational services and entertainment have become regional attractions. With the monthly art walk among the galleries, live theater at the performing arts center, movie theaters and nationally renowned museums, downtown Burien has become much more than a neighborhood shopping area.

Offices also have increased in prominence. Newer offices in the northern portion provide professional services to the free trade area of the airport. International trade and commerce, technology, and education have become a major source of tenants throughout the downtown.

While 20 years ago there were few residences in the downtown, they now are a significant component in the mix of downtown uses. Among the options available are the upper levels of the three-story buildings along Southwest 152nd Street, immersed in the daily hum of activity, or the higher structures to the north, taking advantage of the spectacular views. Restaurants flourish in the downtown, many with regional reputations.

EVENTS in 2020

A full schedule of public events centers on the downtown, particularly the Town Square, bringing positive regional and national notoriety to Burien. Whether it is the weekly farmers' market, the annual Burien Bite and Sip food festival and wine tasting, the yearly Burien Concours d'Elegance and Custom Car Show, or frequent events centering around the bandstand, the Town Square is the hub of activity in the downtown.

The diversity of Burien is frequently honored with events celebrating one or more of the cultures making up the community. The National Hydroplane Museum and the Burien Historical Museum draw visitors from around the region and the

nation. Local residents also enjoy the fun and camaraderie both before and after buses leave from the transit hub or other downtown locations for sports and cultural events throughout the region. Whether it is for travel to a Husky or Hawk game or the symphony, the downtown serves as a major point for residents to gather and celebrate.

- Pol. DB 1.1 Downtown should continue to be recognized as the business, governmental and cultural focal point of the community.
- Pol. DB 1.2 The City should encourage and support locating distinctive, quality developments within the downtown area that are consistent with the character established by this comprehensive plan.
- Pol. DB 1.3 The City should encourage the provision of "gateways" and landscaping at points around the community which distinctively identify the entrances to downtown.
- Pol. DB 1.4 A town square should be developed as the central public focal point for the downtown core.
- Pol. DB 1.5 The City should encourage the development of a local, quality view restaurant in a moderate or high rise downtown building.
- Pol. DB 1.6 The City should offer development incentives for developers to design and construct public amenities into their projects. These incentives should include public benefits relating to elements such as pedestrian streetscapes, landscaping, public art and open space, preferred land uses, design elements, and purchase of development rights from properties that contain critical areas. In exchange for providing such public benefits, the developer should be allowed to increase building height and/or bulk, consistent with these policies. The magnitude of the development incentive should be based on the magnitude of the public benefit.
- Pol. DB 1.7 The City should encourage downtown developments to take advantage of the scenic views of Mount Rainier, Puget Sound, Cascade Mountains and Olympic Mountains that are available from portions of the downtown area.
- Pol. DB 1.8 The City should reinforce and enhance Burien's unique character and sense of place by creating an attractive, distinctive and well-defined downtown that supports and encourages walking and use of transit, as well as travel by the automobile. To help achieve this objective, the City should implement the Downtown Master Plan and Conceptual Framework for the Town Square to address issues such as (but not limited to) street and right-of-way standards, design guidelines, infrastructure needs, and

public facilities needs and locations (*these documents are on file with the City and are incorporated herein by reference*).

Discussion: In 1998, the City of Burien began a major planning effort to redevelop Downtown Burien into a more attractive, pedestrian and business friendly environment that would provide public gathering spaces, mixed use development, and special public facilities. Several strategic economic and planning endeavors (1998 HyettPalma Report, 1999 Makers Streetscape Design Plan, 2000 Town Square Study, 2002 Downtown Master Plan) culminated into the Conceptual Framework for the Town Square. This planning effort envisions a “multi-use and multi-faceted downtown that appeals to a broad spectrum of users as a place to work, shop, be entertained, and live—a downtown of businesses that are fun, funky, and functional, offering both the essentials and the enjoyments of life.” The City of Burien realizes the market for retail, office and residential growth in downtown and opportunities for views of Puget Sound, Mt. Rainier and the Olympic and Cascade mountain ranges. Views are one of downtown’s strongest assets, distinguishing downtown Burien from other economic centers in the area. Rather than protecting views from existing or future buildings, policies herein are intended to encourage developers to design projects to take advantage of this valuable asset, and to encourage those marketing downtown Burien to use this asset to attract new businesses. Burien’s proximity to SeaTac International Airport and downtown Seattle will prove to be a catalyst for retail, office, and residential development.

The policies in this plan support redevelopment of downtown Burien to evolve over time from a sprawling, inefficient, auto-oriented, moderate-quality suburban shopping area to a dense, distinctive, pedestrian-friendly, transit supportive, high-quality multiple-use urban center.

Public Art

- Pol. DB 1.9 The City should support the growth of arts and cultural activities which are a vital part of the Burien Vision and community life in the downtown area.
- Pol. DB 1.10 The City should enhance the appearance and enjoyment of downtown by seeking opportunities to integrate public art into public and private improvements and developments.

Open Space and Landscaping

- Pol. DB 1.11 Downtown developments should seek to reduce the impact of the built environment by providing public open space as part of the development.

Such open space may include gardens, water features, street furniture, public art, pocket parks, or pathways that connect other open spaces.

- Pol. DB 1.12 Public open space plazas or parks should be designed to be accessible from adjacent sidewalks or pedestrian linkages, and located in sunny areas with plenty of seating on benches, ledges or steps in order to serve both building tenants and the larger community.

Building Bulk and Scale

- Pol. DB 1.13 Building height limits in downtown should not exceed those identified in Figure 2-DB1.13.

Discussion: The tallest buildings should be located north of SW 152nd Street in the central portion of downtown. This area has the largest parcels and ownerships in downtown, where adequate on-site area would be available for parking and amenities, and where the greatest opportunity for higher density redevelopment exists. Building height should step down from these larger parcels to the edges of downtown, especially on the northwest and south in proximity to residential areas. Lower buildings along SW 152nd Street would allow for adequate light to reach the most important pedestrian-oriented street in downtown, without new buildings creating a canyon effect. Three to five story buildings along SW 152nd Street will maintain the current pedestrian scale of the corridor. Lower buildings (3-4 stories) along the SW 153rd Street corridor provide a visual transition between the higher SW 152nd Street corridor and the lower multi-family area south of downtown. In the northwest corner of downtown, 3-6 stories are appropriate as a transition between the taller buildings to the east and south, and the community commercial and residential neighborhoods to the north and west.

Streetscapes

- Pol. DB 1.14 Streets within downtown should be designed to allow both pedestrian and vehicular use. However, vehicular traffic speeds should be controlled to facilitate pedestrian safety and movement, and to be consistent with a pedestrian oriented environment.
- Pol. DB 1.15 The City should prepare a downtown street plan that provides for adequate right-of-way width to accommodate existing and future vehicular and non-motorized transportation needs. In exchange for allowing building height and bulk to exceed the base amount referenced in Policy DB 1.13, right-of-way width complying with the street plan should be dedicated to the City. Figure DB1.15 provides a general illustration of streetscape aesthetic components the City encourages Downtown. Until this plan is adopted (scheduled for 2000), the 1999 Makers Streetscape Design Plan should be

used. If a street is not addressed by the Streetscape Design Plan, the Streets not addressed in this process should apply the following standards:

- a. New sidewalks, or improvements to existing sidewalks, should be required at a minimum width of eight feet. Reductions in the width of existing sidewalks greater than eight feet should not be allowed.
- b. Curbs, sidewalks and pedestrian oriented street furnishings should be required by the City to develop a stronger pedestrian-oriented identity.
- c. Other street design elements, such as right-of-way and paving widths, should comply with the City's adopted road standards.

Pol. DB 1.16 Downtown streets should have a high level of pedestrian-oriented amenities to provide a comfortable street-level environment. Figure DB1.16 designates Class A and Class B pedestrian streets. Class A pedestrian streets are intended to be those streets in which a high level of pedestrian activity will occur. Class B pedestrian streets will have less intensive pedestrian activity than a Class A pedestrian street.

Pol. DB 1.17 Sidewalks should be maintained in a clean and safe condition, absent broken or buckled sections.

Pol. DB 1.18 Interconnected traffic and pedestrian-actuated signals should be required on all downtown arterial streets, including all pedestrian connections to surrounding neighborhoods.

Pol. DB 1.19 The types of uses which attract pedestrians, such as cafe seating and small-scale merchandise displays, should be encouraged to extend out onto sidewalks where there is adequate building setback and sidewalk width to ensure that the uses do not impede pedestrian circulation and safety.

Pol. DB 1.20 Pedestrian amenities should be encouraged along buildings that front sidewalks in the downtown area.

Land Uses

Pol. DB 1.21 The City should encourage the development of uses in or near Burien's Transit Center that are compatible with transit activity, reinforce transit use and are consistent with the Burien Vision for the downtown.

Pol. DB 1.22 Prohibit auto-oriented uses such as car sales within downtown.

- Pol. DB 2.11 All on-site service areas, loading zones, garbage collection, recycling areas and similar activities should be screened and located in an area not visible from public streets or pedestrian areas. Common service courts at the interior of blocks should be developed.

Discussion: To achieve a quality downtown that is pedestrian oriented, it is necessary to look at a variety of mechanisms that can enhance Burien's downtown character. These mechanisms include building and site design requirements and standards that implement the Vision of a small town atmosphere, attractive downtown, and pedestrian oriented areas.

Streetscapes

Goal SC.1

Develop a fully integrated local street system which accommodates various transportation modes depending upon individual neighborhood characteristics, and creates streetscapes that enhance neighborhood quality and help develop a strong sense of community.

Citywide

- Pol. SC 1.1 Pedestrian and other non-motorized travel facilities should be provided where appropriate, giving priority to community pathways that connect public places, such as parks, recreation facilities, open spaces, downtown, schools, and neighborhood gathering spots.
- Pol. SC 1.2 The small town character of the community should be promoted and encouraged by preserving existing street landscaping and vegetation, and by planting street trees.
- Pol. SC 1.3 The City shall develop a street tree guide for selecting appropriate tree species for landscaped and median strips, sidewalks, and other landscaped right of way areas.
- Pol. SC 1.4 As an integral part of street construction or reconstruction, the City should encourage the establishment of planting strips with adequate width for appropriate types of vegetation and street trees.
- Pol. SC 1.5 Streets shall be designed to fit the character of the area through which they pass. The City's design guidelines shall develop scenic street standards for certain areas of the City.
- Pol. SC 1.6 Street design guidelines should incorporate proportionately greater pedestrian and neighborhood enhancing elements in roadway design

where appropriate, based on the density of development and the type of roadway. These elements include collector lanes, wider sidewalks, separated sidewalks, planting strips, benches, curblin trees and pedestrian oriented street lights.

- Pol. SC 1.7 The City should establish guidelines for pedestrian walkway widths, types and materials to accommodate varying levels of pedestrian traffic and to ensure that streets are “pedestrian friendly” depending on the area in which the use occurs.
- Pol. SC 1.8 Safe, convenient walkways and bike lanes should be required on both sides of all streets abutting multifamily and commercial development.
- Pol. SC 1.9 1st Avenue South between 128th Avenue SW and approximately SW 164th Pl. should be developed as a boulevard by:
- a. Incorporating street trees, sidewalks, planting strips, bicycle lanes, and a planted median strip along its length;
 - b. Requiring the undergrounding of utilities in new development, when street improvements are made, or whenever opportunities arise; and
 - c. Minimizing the number of access points to 1st Avenue South from adjacent uses by encouraging shared parking and driveways, where appropriate.
- Pol. SC 1.10 The City should work with the Washington State Department of Transportation (WSDOT) to develop a planting plan distinctive to Burien for the length of State Routes 509 and 518 corridor located within the City. The plan should utilize native drought tolerant plants, shrubs and trees.
- Pol. SC 1.11 The City should continue its coordination of the “gateway” to the City in the vicinity of 1st Avenue South and the intersection of State Routes 509 and 518 with WSDOT. Consideration should be given to the impact of WSDOT highway signage on the visual character of the community.

Neighborhoods

- Pol. SC 1.12 New rights of way and access easements should be paved to the smallest dimension necessary to accommodate their designed function (including emergency access) and to maintain the character of the neighborhood.
- Pol. SC 1.13 The City should emphasize the use of local streets for local access and residential traffic in order to minimize traffic noise, congestion, and other

hazards to residential uses and pedestrians. Through access can be discouraged by a variety of methods, including installing traffic calming devices, provided there is strong support and involvement from the immediate neighborhood and community.

- Pol. SC 1.14 Street lights commensurate with neighborhood character and density should be provided, based upon the following prioritized criteria:
- a. Enhancement of pedestrian and vehicular safety;
 - b. Existing and projected traffic volumes;
 - c. Location of school or transit stops;
 - d. High-density land uses;
 - e. Proximity to nearest intersection; and
 - f. Other relevant state, federal, local or utility design requirements.

- Pol. SC 1.15 Pedestrian connections should be provided through subdivisions and cul-de-sacs.

Downtown

- Pol. SC 1.16 Vehicular access and pedestrian linkages through mid-blocks and between properties in the downtown core should be provided using creatively designed, clean cross-block routes. Lighting should be provided for pedestrian safety. Amenities such as sculptures, planters and water features should be provided to encourage pedestrian circulation. Pedestrian linkages should be integrated into adjacent development and located and designed to be obvious and inviting.

Discussion: The Burien Vision calls for a transportation system that links the different areas of the City and offers alternatives to the automobile, including travel by foot, bicycle or transit. Standards and design guidelines for transportation system improvements need to be sensitive to the characteristics and desires of the area through which the circulation system passes. New commercial and residential development also needs to be designed so that the specific transportation and land use goals for an area are achieved.

2.5 TRANSPORTATION ELEMENT

Transportation Vision:

Promote the development of the City of Burien as a community with a local and regional transportation system that integrates cars, pedestrians, bicycles and transit.

Transportation Goal:

Develop, maintain and operate a balanced, safe and efficient multimodal transportation system to serve all users.

Goal TR 1 Mobility and Roadway Capacity

Provide a transportation system that serves the travel needs of Burien residents, businesses, visitors, through-traffic, and freight transport.

Objective TR 1.1

Implement measures that relieve congestion and safety concerns on Burien roadways.

- Pol. TR 1.1.1** The City shall maintain and monitor transportation Level of Service (LOS) standards for Burien roadways.
- Pol. TR 1.1.2** The City adopts the following Level-of-Service standards: LOS standard E for First Avenue South; LOS standard D within the urban center boundary, as shown in Figure 2LU-1.11, and for the intersection of SW 128th Street and Ambaum Boulevard SW; and LOS C for all other roadway facilities and services.
- Pol. TR 1.1.3** As mandated by state law, the City of Burien adopts an LOS of "D" for SR-509 and SR-518 (highways of statewide significance) and an LOS of "E/mitigated" for the segment of SR-509 from 1st Avenue South to Burien City Limits (highway of regional significance), or whichever LOS is currently adopted by the Washington State Department of Transportation.
- Pol. TR 1.1.4** The City should consider multimodal transportation alternatives and land use coordination when feasible.
- Pol. TR 1.1.5** The City should consider mobility options (transit use, high-occupancy vehicles, demand management actions, access to transit and nonmotorized transportation modes, consistent with Commute Trip Reduction Act requirements) in relation to level of service standards and to relieve congestion.

Note: Policy numbers may not be consecutive. Through the Comprehensive Plan amendment process, some policies have been deleted from this chapter while existing policy numbers have retained their original sequence. Information on past Comprehensive Plan amendments is available at the City of Burien Community Development Department.

Objective TR 3.2

Coordinate transportation plans, goals, policies, implementation strategies and facilities with other City plans, policies, goals and objectives.

- Pol. TR 3.2.1** The City should consider the impacts of land use decisions on adjacent roadways, as well as the impacts of roadway improvements on proposed land uses.

Objective TR 3.3

Implementation of the Burien Vision and the City's land use plan shall be a primary consideration when planning, developing, maintaining and administering that City's traffic modeling and transportation system.

Goal TR 4 Public Transportation

Support a transit system that serves the local and regional needs of Burien.

Objective TR 4.1

The City shall coordinate with King County METRO, Sound Transit and other transit service providers to promote and enhance transit use for those living, working and traveling within or to/from Burien.

- Pol. TR 4.1.1** The City shall coordinate with transit service providers during development of transit plan updates, to ensure that local transit routes provide convenient and efficient service to public services, community centers, parks, medical facilities, schools, day care and after school programs and commercial centers.

- Pol. TR 4.1.2** The City shall coordinate with transit service providers regarding transit level of service (LOS) standards.

- Pol. TR 4.1.3** The City shall coordinate with transit service providers to ensure transit stops are safe, attractive, and well-maintained.

- Pol. TR 4.1.4** The City shall promote the expansion of convenient fixed-route and dial-a-ride transit service, specifically east-west routes connecting Burien with east side cities and routes to central locations.

Objective TR 4.2

In coordination with King County METRO, (1) work to relocate and redevelop the Burien Transit Center on the Burien Park & Ride lot, and (2) promote the development of the Burien Park & Ride as a Transit Oriented Development (TOD) with uses that support Burien's vision for the downtown area and Town Square.

Objective TR 4.3

Encourage multimodal connections where feasible, including strong pedestrian linkages between the transit center/TOD with downtown Burien.

Objective TR 4.4

Explore the feasibility of a downtown shuttle bus.

Objective TR 4.5

Coordinate with Sound Transit, Seattle Monorail Project, or other agencies to explore the development of commuter/light rail or elevated transportation in Burien.

Objective TR 4.6

Coordinate with the Washington Department of Transportation regarding the development of an integrated system of High-Occupancy Vehicle (HOV) improvements on SR-509, SR-518, and I-5.

Objective TR 4.7

Work with state, regional and local jurisdictions to develop land use strategies that will support public transportation.

Goal TR 5 Pedestrian and Bicycle Facilities

Goal MM.3 *Create a safe and convenient environment for walking and bicycling through the development of pedestrian and bicycle facilities which are integrated with roads and other transportation facilities.*

Discussion: People should have safe, convenient and attractive places to walk and ride bicycles, as well as take the bus or drive their car. The Vision for well-established neighborhoods, small town character, and a thriving and attractive downtown supports these concepts. The City should ensure the development of a community-wide network of motorized and non-motorized circulation patterns, so that people can travel by different modes of travel between their home, their place of work, play and shopping. However, different parts of the City may be targeted for more of a non-motorized emphasis rather than motorized. Subsequently, those areas targeted for pedestrian activity may also vary in terms of the extent of pedestrian oriented amenities that are needed or desired, such as sidewalks or lighting.

Pol MM 3.1 The City should develop and implement a bicycle and pedestrian transportation plan which provides for a safe, coordinated system of bikeways, walkways, paths and trails, including through routes, to meet existing and anticipated needs for non-motorized transportation. This plan should identify and provide connection with bicycles and pedestrian routes to other jurisdictions as part of a regional system of facilities.

Pol. MM 3.2 The adequate provision of pedestrian and bicycle facilities shall be as important a consideration as adequate streets in the City's review of development projects for transportation system impacts

Pol. MM 3.3 Provide pedestrians and bicyclists with a system of facilities, incentives, and services that fully support trip-making connections between residential areas, employment centers, shopping, recreational facilities, schools, public transit and other public services within the City. The City should develop a safe and convenient environment for walking and bicycling by:

- a. Physically separating pedestrian and vehicle (including bicycles) traffic (this separation can include using traditional sidewalks);
- b. Encouraging separated internal pedestrian circulation systems in new or redeveloping commercial-retail districts;
- c. Providing Americans with Disabilities Act (ADA) approved wheelchair ramps and other aids to enhance safe mobility of the handicapped; and
- d. Giving special considerations to pedestrian and bicyclist opportunities in school, park, sports and commercial areas.

Pol. MM 3.4 Encourage pedestrian walk lights and bicycle activated signal detection at traffic control signals.

Pol. MM 3.5 Prepare a "safest routes to school" map to assure the safety and accident prevention for pedestrian and bicycle travel to school receives the highest consideration. The City, community groups with knowledge of local conditions (such as the PTA), and the Highline School District should jointly prepare the map and work together in the design and construction of transportation facilities in and adjacent to school zones. The safest routes to school should include transportation facilities that:

- a. Provide pedestrian pathways on streets connecting to, or within, the school zone, and pedestrian facilities that are physically separated from vehicle and bicycle traffic;
- b. Locate appropriate signs to alert motorists entering school zones;
- c. Install adequate lighting along roadways and pathways;
- d. Use appropriate traffic-calming devices in school zones;
- e. Establish crosswalks in areas of good sign visibility, lighting and proximity to connecting modes; and
- f. Promote safe and convenient pedestrian and non-motorized access to bus transportation.

Pol. MM 3.6 Bicycle and pedestrian travel should be encouraged within the City by:

- a. Providing and promoting the development of pedestrian and bicycle paths between neighborhoods and other activity centers, such as schools, parks, transit and downtown;
- b. Encouraging the location of bicycle racks at appropriate destination points, such as outside of commercial businesses, City Hall, parks, schools, and transit facilities;
- c. Minimizing potential conflicts between pedestrian, bicycle and automobile traffic by providing signage at intersections of trails and paths with roadways; and
- d. Accommodating bicycles and pedestrians safely in the management and design of the City street network.

Pol. MM 3.7 New development and redevelopment shall be required to incorporate pedestrian supportive measures such as:

- a. Providing secure and attractive pedestrian spaces;
- b. Providing adequate sidewalks, bikeways, pathways and crosswalks;
- c. Minimizing walking distances between buildings and street, sidewalks and transit stops;
- d. Clustering building near each other, near streets, sidewalks and transit stops;
- e. Preserving the connectivity of the pedestrian, bicycle and street system;
- f. Reducing vehicle speeds, walkway crossing distances and improving visual character of neighborhood streets (through measures such as reduced street widths); and
- g. Designing transit access into large developments, considering bus lanes, stops and shelters as part of the project.

Where the pedestrian facilities are required and additional facilities are needed to complete a system of facilities, actual construction of the required pedestrian facilities may be delayed through agreement that they would be constructed along with adjacent facilities at a later date.

Pol. MM 3.8 Burien should implement over the life of the plan improved pedestrian facilities along routes designated as community paths. Efforts should include (where feasible) additional or improved sidewalks, pedestrian paths, landscaping and signs (where appropriate).

- Pol. MM 3.9** The creation of a pedestrian oriented commercial area corresponding to Old Burien and the downtown area should be encouraged. The goals and policies of the land use and community character elements establish the character of development in these areas. (Amended, Ord. 272, 1999)
- Pol. MM 3.10** The City should give priority to the development and maintenance of pedestrian improvements in the downtown core. (Amended, Ord. 272, 1999)
- Pol. MM 3.11** The design and management of the street network shall seek to improve the attractiveness of existing street corridors to pedestrians, and shall incorporate high standards of design when developing new streets, including sidewalk construction where appropriate. Landscaping measures should be implemented to enhance the walking experience. To the extent feasible without impairing street capacity, safety, or structural integrity, existing trees along street rights-of-way should be preserved.
- Pol. MM 3.12** The City shall plan, design and implement a system of transportation facilities in key areas of the City that optimize the ability of the pedestrian to travel on arterial and non-arterial roadways in residential areas and emphasizes personal safety and connectivity to other activity areas. Pedestrian facilities should be:
- a. Required along principal and minor arterials, where there is a need for enhanced pedestrian safety because of the larger traffic volumes and higher densities of development;
 - b. Encouraged along neighborhood arterials, where appropriate and feasible;
 - c. Required along roadways serving multifamily areas, and encouraged to link these areas to other activity centers and pedestrian oriented areas within the City;
 - d. Encouraged along roadways within a one-half mile radius of schools, to provide safe pedestrian connections to residential areas for children; and
 - e. Encouraged along collector streets in higher density single family neighborhoods.

Discussion: Pedestrian facilities can range from sidewalks with curb, gutter, lighting, planting strip and landscaping, to a plain asphalt path or striped right-of-way, or alternatives in between. The need for pedestrian facilities will vary throughout the City. Some local residential areas may not need or desire pedestrian facilities. In other areas of the City, sidewalks may be more appropriate than asphalt paths, for example, in higher density neighborhoods or in close proximity to downtown.

Pol. MM 3.13 Whenever a City contemplates reconstruction or major maintenance work on a City street not having sidewalks, the ability to provide sidewalks at that time should be fully explored and implemented if consistent with the plan. This may include the identification of potential funding sources; aggressive promotion of a LID to finance the sidewalk portion of the work; and the consideration of sidewalks as an "alternate" in construction bid documents. Sidewalks on both sides shall be installed where urban densities are planned (five units per acre and greater).

Goal TL.3 *Use the transportation network to help implement a comprehensive system of parks and open spaces that responds to the recreational, cultural, environmental and aesthetic needs and desires of the City's residents.*

Pol. TL 3.1 Recognize the important recreational and transportation roles played by local and regional trail systems.

Pol. TL 3.2 Support the development of a system of community paths and neighborhood trails that promote pedestrian movement and link the City's major activity center, such as parks, schools, open spaces, recreation facilities, neighborhoods and the downtown.

Pol. TL 3.3 Prohibit the vacation of street-ends and other public right-of-ways that abut shoreline areas. Preserve these areas for public access and public viewpoints.

Goal TR 6 Accessibility for All Users

Develop, maintain and operate a safe and efficient multimodal transportation system to serve all people, special needs populations, and community activities.

Objective TR 6.1

Coordinate with transit service providers to ensure accessibility to all transit facilities and services.

Goal TR 7 Environment

Provide a transportation system that balances transportation services and needs with environmental considerations and the protection of distinct natural features.

Objective TR 7.1

Support a transportation system that encourages energy conservation via the promotion of roadway connectivity, use of alternative transportation modes, development that minimizes reliance on vehicles, and street improvement standards.

Pol. TR 7.1.1 The City should promote transit, bicycle and pedestrian travel.

Pol. TR 7.1.2 The City should support current federal, state and regional policies aimed at reducing vehicle-related air pollution, including transportation demand strategies.

Pol. TR 7.1.3 The City should coordinate with the Puget Sound Regional Council, Puget Sound Clean Air Agency, Washington State Department of Transportation, transit agencies and other jurisdictions to develop transportation control measures and air quality programs when warranted.

Objective TR 7.2

Promote a transportation system that minimizes impacts on natural drainage patterns and protects water quality.

Pol. TR 7.2.1 The City should explore street improvement standards that incorporate surface water management strategies such as the minimization of impervious surfaces and landscaping that works to reduce runoff, consistent with the City's Stormwater Management Plan.

Objective TR 7.3

Ensure that transportation facilities and services are sited, designed and buffered to fit in with their surroundings, including screening of noise, light and glare impacts.

Goal TR 8 Transportation Finance

Provide reasonable and effective funding mechanisms for prioritized transportation improvements.

Objective TR 8.1

Prepare a six-year financial Transportation Capital Improvement Program and update it annually. The Transportation Capital Improvement Program shall include cost estimates and estimated project timing.

Objective TR 8.2

Allocate resources in the Transportation Capital Improvement Program according to the following ranked priorities: (1) safety and public health, (2) preservation and maintenance of existing facilities, (3) growth-supportive improvements, (4) new road construction.

Objective TR 8.3

Pursue the development of a traffic impact fee program, as well as other financial mechanisms that ensure new development contributes to the mitigation of transportation impacts related to growth.

Goal ED.2

Diversify the City's economy and market the community.

- Pol. ED 2.1 Welcome new businesses by promoting opportunities for a variety of retail, office and manufacturing uses to locate in the community.
- Pol. ED 2.2 Encourage the use of incubator facilities to attract start-up businesses.
- Pol. ED 2.3 Explore opportunities to attract tourists and tourism development.
- Pol. ED 2.4 Expand use of festivals, events, attractions and other techniques to create a positive image.
- Pol. ED 2.5 Work with Discover Burien, the Burien Business Economic Development Partnership, the Southwest King County Chamber of Commerce and other organizations to promote the economic development potential and amenities of the City.
- Pol. ED 2.6 Promote the advantages of Burien's location proximate to downtown Seattle, an international airport, and two regional highways.

Goal ED.3

Promote the revitalization of downtown Burien to create a dynamic commercial core for the Highline area pursuant to policies DB 1.1 – DB 2.11 and other downtown related policies.

Goal ED.4

Guide the development of the Northeast Redevelopment Area to ensure a high number of jobs with family wages and replace the lost tax base pursuant to Pol. SE 1.5.

Goal ED.5

Support a transportation system making it convenient to travel from, to and through the City of Burien pursuant to objectives TR 1.1 – TR 9.2, MM 3.1 – MM 3.13 and TL 3.1 – TL 3.3.

Goal ED.6

Strengthen partnerships with other government and non-profit organizations.

- Pol. ED 6.1 Work cooperatively with Port of Seattle, King County, and other agencies to focus on economic growth and job creation in Burien.

AERIAL VICINITY MAP
PACIFIC HIGHWAY SOUTH HOV LANES PHASE IV
DASH POINT ROAD TO SOUTH 312TH STREET

